

# BookletChart<sup>TM</sup>

## Lostmans River to Wiggins Pass

(NOAA Chart 11430)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Approximate Page Index					
4	5	6	7	8	9
10	11	12	13	14	15
16	17	18	19	20	21
22	23	24	25	26	27

Home Edition (not for sale)





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

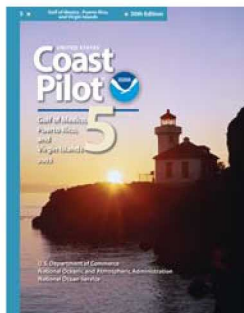
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 5, Chapter 4 excerpts]**

(170) **Pavilion Key**. Anchorage is available for drafts of 4 to 5 feet off the E point of the S end. The anchorage is exposed to SW winds.

(172) **Chatham River** and **Huston River** offer a connection to the shallow bays that parallel the coast. A draft of 1½ to 2 feet could be taken up these rivers, but local knowledge is necessary to avoid the numerous bars.

(175) **Chokoloskee** is joined to the mainland by a causeway that has a bridge opening off

Halfway Creek. The span has a clearance of 5 feet. Two channels, privately marked by stakes, lead from the Gulf through **Rabbit Key Pass** and **Chokoloskee Pass** to the facilities at Chokoloskee. The channel through Rabbit Key Pass was closed, and with local knowledge 2 feet could be carried in the channel through Chokoloskee Pass. At low water, during periods of N winds, very little water remains in these channels and

the bay dries for the most part. Local knowledge is essential. There is no marked channel across the bay from the island to the Barron River, but with local knowledge craft drawing up to 1 foot can make it ordinarily. A channel leads from the vicinity of Jewel Key through **Sandfly Pass** and thence into a privately dredged channel across the bay to the National Park Service basin at the NW end of the causeway. The channel and basin had depths of 3 feet.

(176) The island has four marinas. One is at the N end on the E side of the causeway, and three are on the S side. Two marinas have protected basins. All have berths with electricity. Gasoline, diesel fuel, water, ice, marine supplies, wet and dry storage, and launching ramps are available.

(177) **Indian Key**. Good anchorage is available in Indian Key Pass 700 yards NE of Indian Key in depths of 8 to 13 feet, and 1 mile NE of the key in 12 to 15 feet, gravel bottom. The anchorage is protected from all winds, is suitable for drafts up to 7 feet, and is easily entered day or night.

(178) **Indian Key Pass**; the depth was 4.8 feet. The channel is well marked by lights and daybeacons. A 5-mph no-wake **speed limit** is enforced on the river.

(180) A channel, marked by daybeacons, leads SE from the channel at the mouth of the Barron River to the protected basin of the National Park Service. Depths of less than 4 feet were reported in the channel and turning basin. A visitor's center of The Everglades National Park is at the basin.

(182) **Everglades City** is the tourist center for **Everglades National Park**. It is also a center for sport fishing in **The Everglades** and the offshore waters of the Gulf.

(186) **West Pass**. A draft of 2 feet can be taken to West Pass Bay, thence E into Chokoloskee Bay and SE to Barron River and Everglades City. West Pass is unmarked.

(188) **Faka Union Canal** is entered through a channel E of Panther Key that extends N for 4 miles through **Faka Union Bay** and **Faka Union River**. Private daybeacons mark the channel as far as Faka Union Bay. At the head of the canal is a marina that provides berths with electricity, gasoline, water, ice, marine supplies, and a launching ramp. 3.5 feet could be carried to the marina.

(189) **Manatees**. Regulated speed zones and a caution zone for the protection of manatees are in Faka Union Bay, River, and Canal.

(192) **Cape Romano Shoals** are a series of irregular patches that bare in places near the shore and have depths of 1 to 20 feet over them farther off. A light marks the S end of the shoals. There is a strong current around the shoals, particularly on the seaward side and during spring tides. Mariners are advised to exercise caution in this area.

(194) **Coon Key Pass** is marked by daybeacons and is the S approach to Goodland and Big Marco River. A marked channel leads from Gullivan Bay to Caxambas Bay and Caxambas Pass. The approach from SE is marked by **Coon Key Light** (25°52'54"N., 81°37'54"W.), 22 feet above the water and shown from a pile with a red and white diamond-shaped daymark.

(195) **Caxambas Pass** had a depth of 6 feet. However, local knowledge is required to follow the best water through the channel which is unmarked. Small craft should use extreme caution in the vicinity of the pass because of an unmarked row of piles mostly submerged.

(196) **Big Marco Pass** was considered unsafe for navigation due to shoaling, and the aids to navigation were removed.

(198) **Big Marco River** affords a through passage behind Cape Romano. The midchannel depth is 4 feet. However, there have been reports of shoaling between Capri Pass Light 4 and Big Marco River Daybeacon 18, and boats with more than 2-foot draft should exercise caution and obtain local knowledge before attempting passage. The channel is well marked by daybeacons. The approach from Gullivan Bay is over a shoal with a depth of 4 feet and is marked by Coon Key Light. This approach is protected from all directions except SE to SW, and any sea from those directions is reduced by the wide expanse of gradually shoaling water. Local knowledge of conditions is necessary to carry the best water.

# Table of Selected Chart Notes

## HEIGHTS

Heights in feet above Mean High Water.

## NOTE C

The aids marking Collier Bay are private.

## NOTE D

Depths from surveys of 1887 and 1981. Area is subject to change.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## INLAND WATERWAY

The controlling centerline depth was 4 feet from Big Marco Pass to junction daybeacon "G" except for shoaling to 3 feet at daybeacon "30A".

Oct 2005

## PLANE COORDINATE GRID

(based on NAD 1927)

Florida State grid, east zone, is indicated by dashed ticks at 10,000-foot intervals. The last three digits are omitted.

; Corrected through NM Mar. 14/09, LNM Mar. 10/09

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.341" northward and 0.702" eastward to agree with this chart.

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(based on NAD 1927)

Florida State grid, east zone, is indicated by dashed ticks at 10,000-foot intervals. The last three digits are omitted.

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## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

## CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## NOTE D

EVERGLADES NATIONAL PARK  
(protected area: 36 CFR 7.45)

For the protection of wildlife, all Keys in the Florida Bay portion of Everglades National Park are closed to landing except those marked as designated camping areas. A backcountry use permit is required for overnight camping and can be obtained at park Ranger Stations.

The killing, catching, or molesting of animals, the collecting of plants, and waterskiing are prohibited by Federal Regulation.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

## ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Naples Power Squadron, District 22, United States Power Squadrons, in continually providing essential information for revising this chart.

## CAUTION

SUBMARINE PIPELINES AND CABLES  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Corrected through NM Mar. 14/09, LNM Mar. 10/09

Corrected through NM Mar. 14/09, LNM Mar. 10/09

## NOTE B

There have been numerous reports of shoaling in the marked channel between Capri Pass light "2" and Big Marco River daybeacon "18". Mariners should obtain local knowledge of the channel conditions before attempting passage.

## CAUTION

### WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

## RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

MERCATOR PROJECTION AT SCALE 1:40,000  
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER  
NORTH AMERICAN DATUM OF 1983  
(WORLD GEODETIC SYSTEM 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.

USCGAUX-7th Coast Guard District, Federal Building, 909 Southwest 1st Ave., Miami, FL 33131-3050, Tel. 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	n hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - - - -



MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBERS
Miami, FL	*(305) 229-4550
Key West, FL	*(305) 295-1316

\*Recording (24 hours daily)

OFFICE HOURS  
24 hours daily  
24 hours daily

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Key West, FL	WXJ-95	162.40	24 hours daily
Fort Myers, FL	WXK-83	162.175	24 hours daily
Naples, FL	WWG-92	162.525	24 hours daily

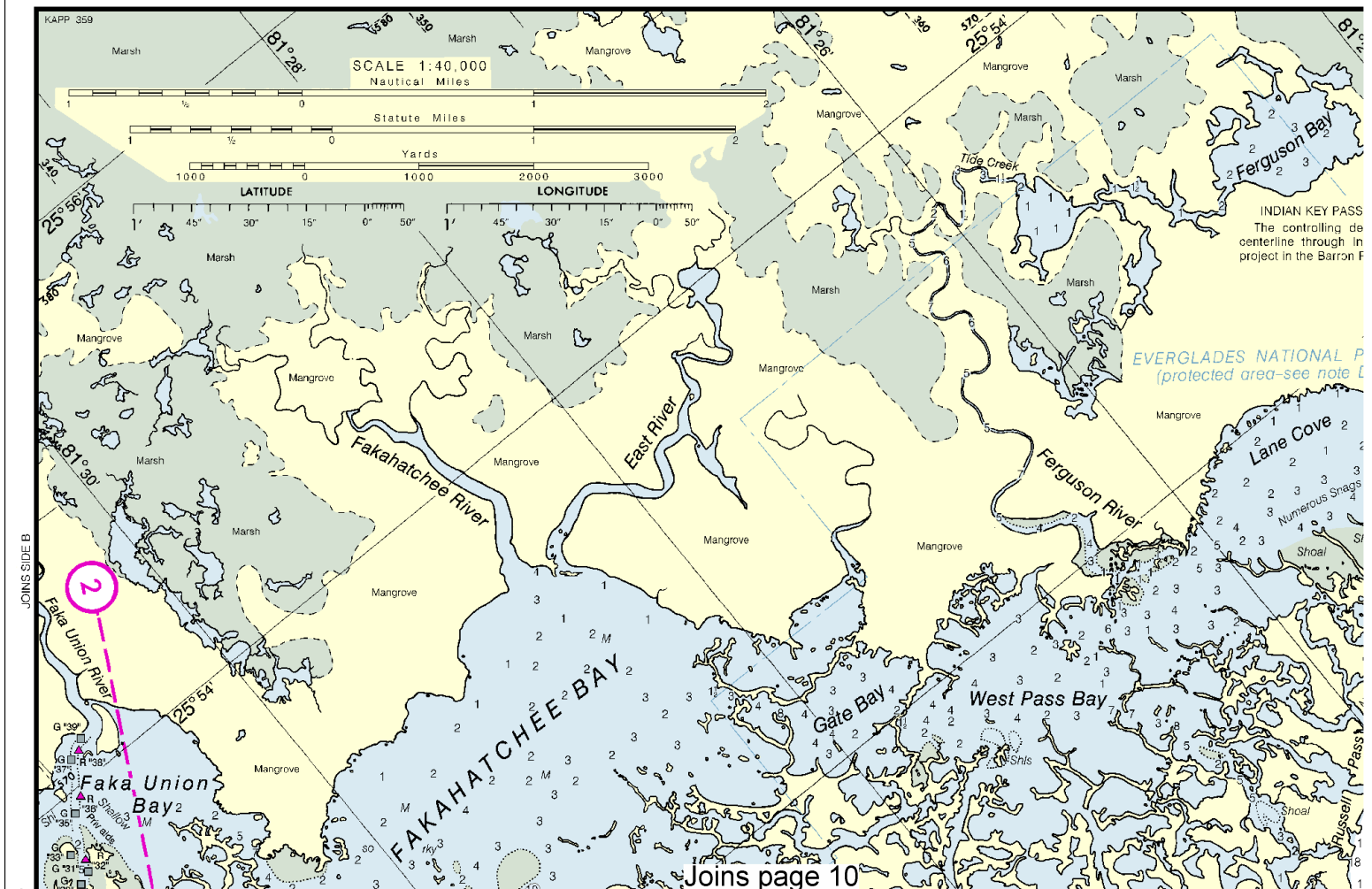
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS  
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING
Miami, FL	NCF	2670 kHz	10:50 AM & PM	*On receipt
Key West, FL	NOK	157.1 MHz	7:00 AM & 5:00 PM	*On receipt

\*Preceded by announcement on 2182 kHz.  
Broadcast one hour later during Daylight Saving Time

PUBLIC BC

The United States Power (USCGAUX), national organization programs in connection regarding these education  
USPS - Local Squadron  
Box 30423, Raleigh, N.C.  
USCGAUX-7th Coast Guard  
Ave., Miami, FL 33131-305  
Washington, D. C. 20593-1



Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

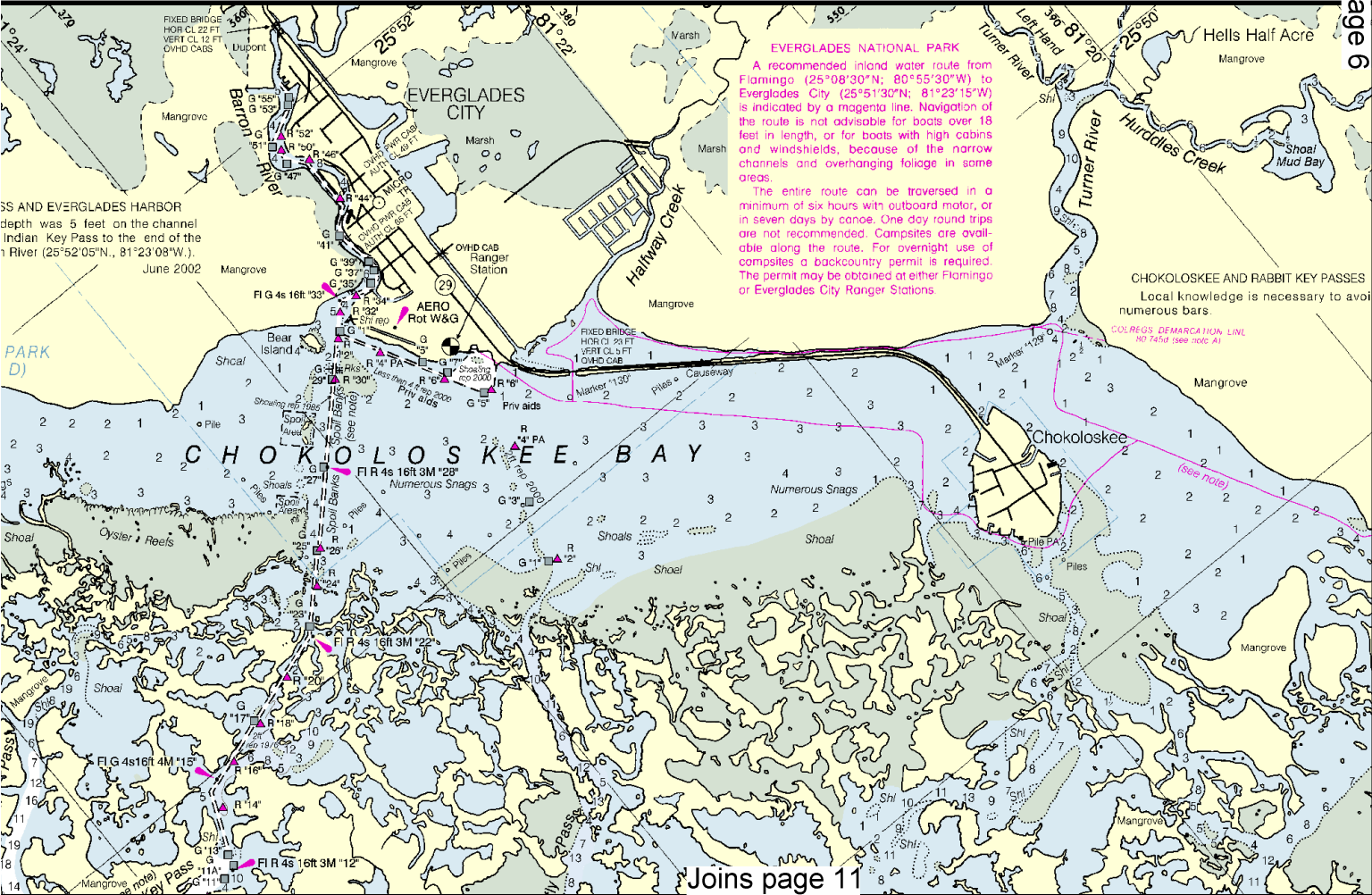




BOATING INSTRUCTION PROGRAMS  
wer Squadrons (USPS) and U.S. Coast Guard Auxiliary  
rganizations of boatmen, conduct extensive boating in-  
ommunities throughout the United States. For informat-  
ational courses, contact the follow ng sources:  
on Commander or USPS Headquarters, Post Office  
2. 27612. 919-821-0281.  
Guard District, Federal Building, 909 Southwest 1st  
050, Tel. 305-350-5697 or USCG Headquarters (G-BAU),  
3-0001

NO	SMALL CRAFT FACILITY	DEPTHS	APPROACH FEET (REPORTED)	SERVICES	SUPPLIES	CHARTER	PUMP-OUT STATION	WATER	GROceries	Bait/Tackle	Diesel	Oil/Gasoline			
9	PORT OF THE ISLANDS MARINA	B	4	6 B E S				C	FLC	TSLP	WD	C	WI	GH	
10	WALKERS COON KEY MARINA	B	6	6 B E	HMR	35	M		F	TSLP	WD	C	WI	H	
18D	CALUSA ISLAND MARINA	B	5	5 B E S	HMR	50				TSLP	WD	C	I	H	
19	MARCO RIVER MARINA	B	6	6 B E	HMR	35	M	C		TSLP	WD	C	WI	H	
28C	NAPLES CITY DOCK	B	5	5 BME				M	C	FL	TSLP	W	C	WI	GH
32A	PORT-O-CALL	B	5	5 BME S				M	C	FL	T P	W	C	WI	

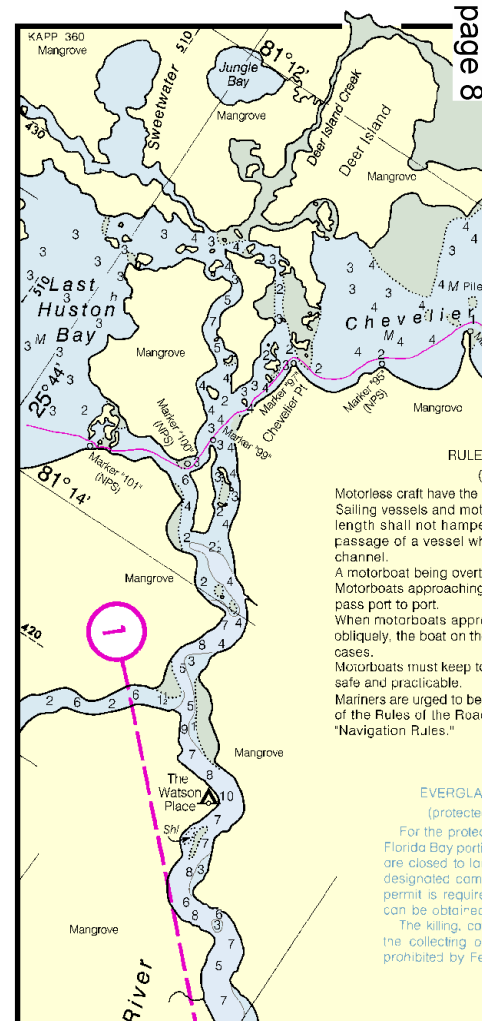
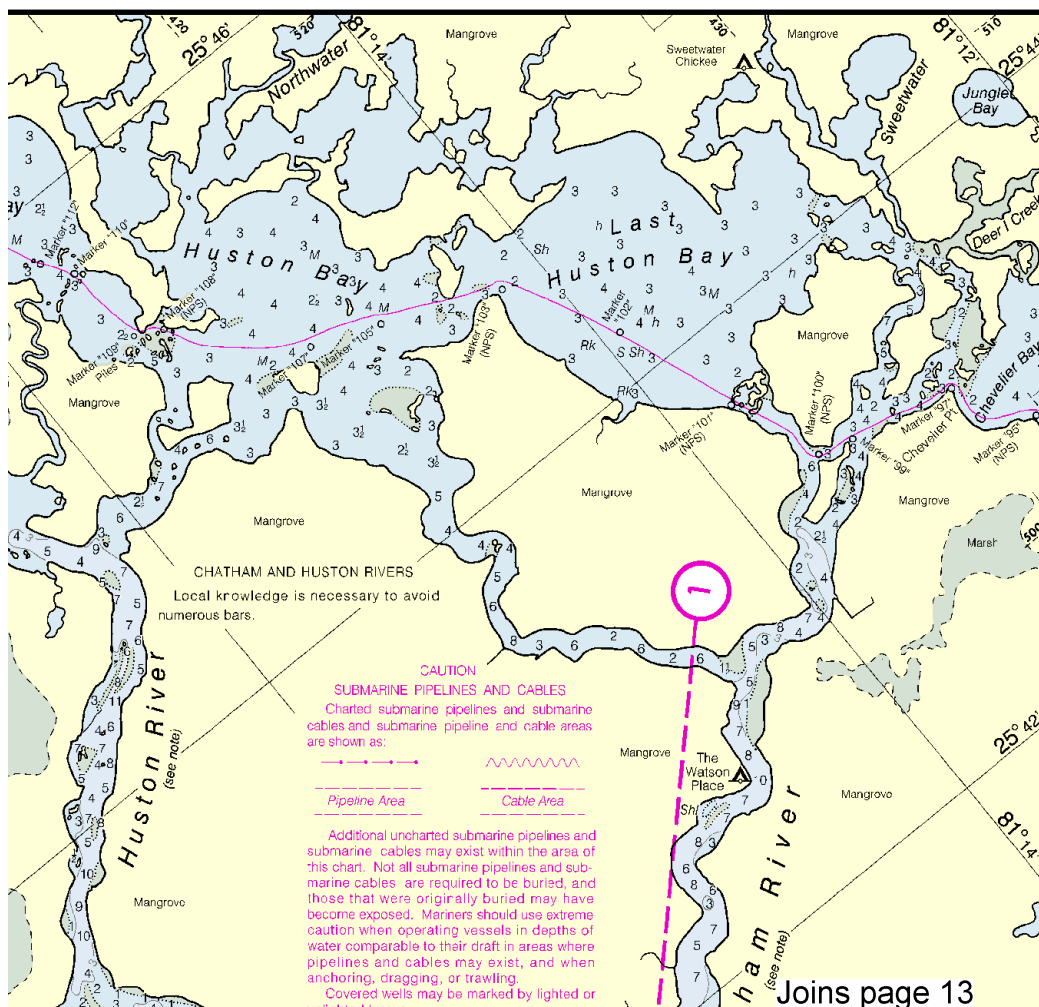
THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.  
THE TABULATED "APPROACH FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE  
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.







Joins page 13

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The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.341" northward and 0.702" eastward to agree with this chart.

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# NAUTICAL CHART 11430

MERCATOR PROJECTION AT SCALE 1:40,000  
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER  
NORTH AMERICAN DATUM OF 1983  
(WORLD GEODETIC SYSTEM 1984)

HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION  
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Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

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### WARNING

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THE NATION'S CHARTMAKER SINCE 1807

## FLORIDA LOSTMANS RIVER TO WIGGINS PASS



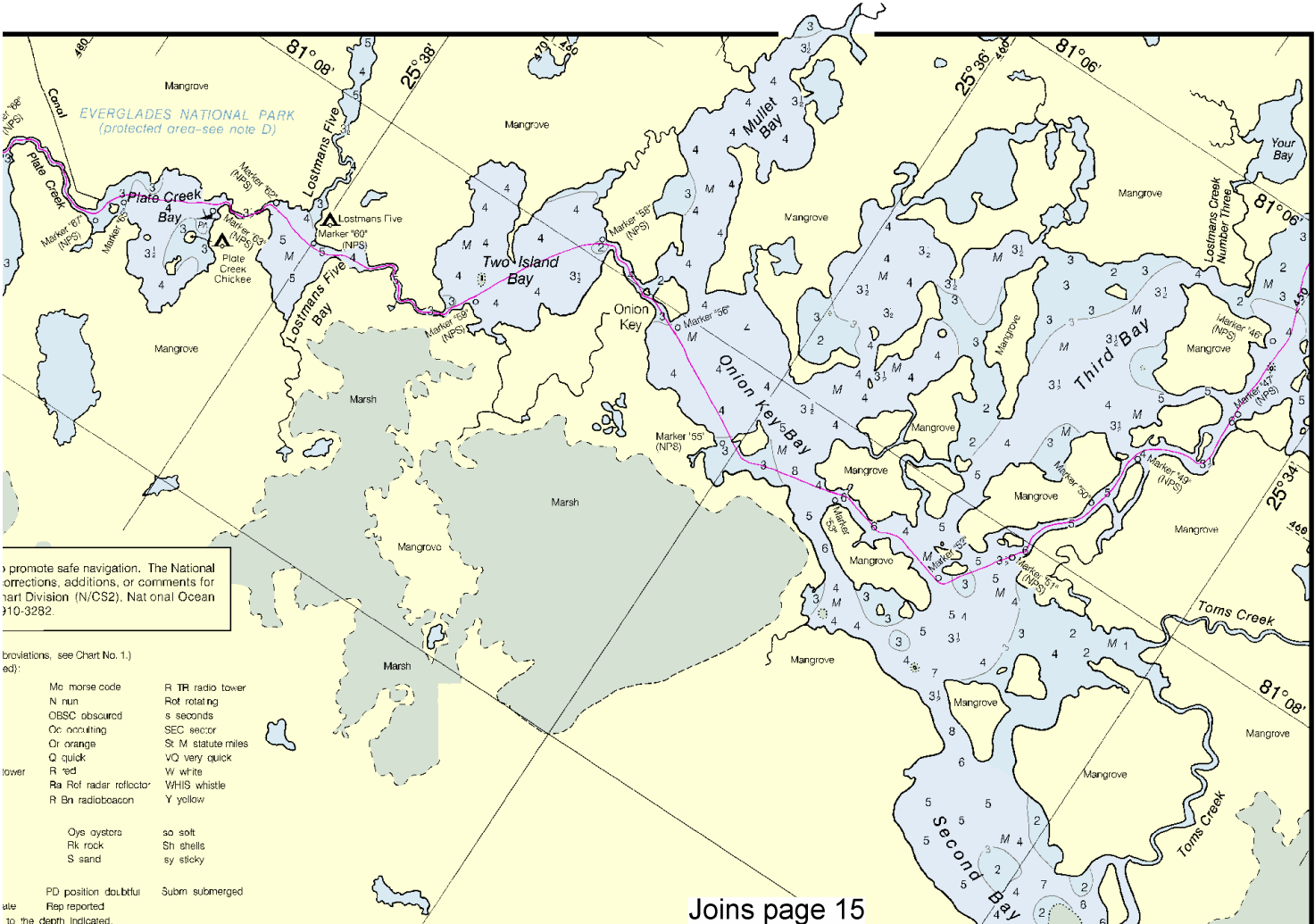
NSN 7642014010244  
NGA REFERENCE NO. 11XHA11430



ED. NO. 27

Chart 11430 27th Ed., Mar. /09  
Corrected through NM Mar. 14/09, LNM Mar. 10/09

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



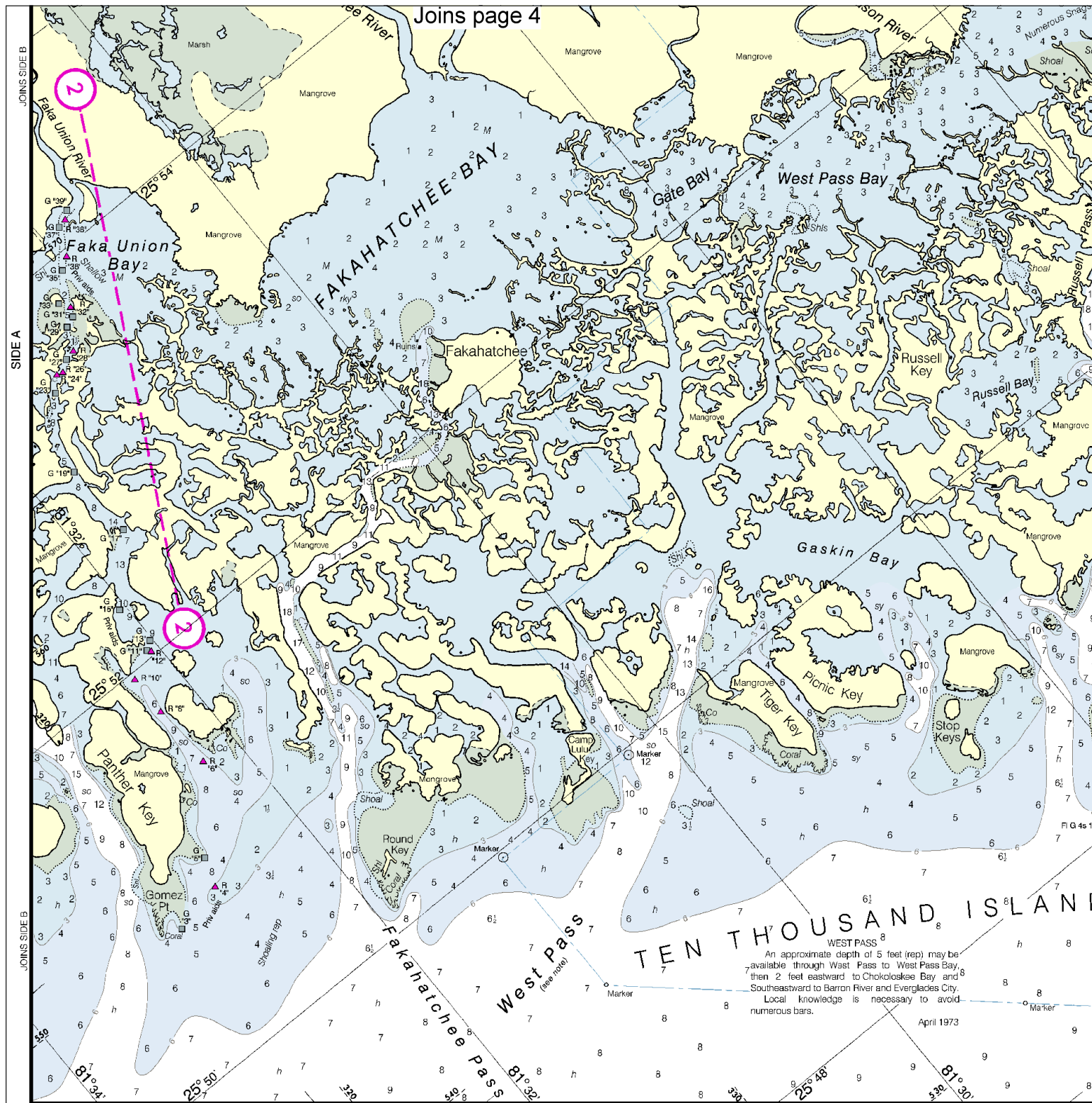
To promote safe navigation, The National Ocean Service, Coast Survey, has made corrections, additions, or comments for this chart. For more information, contact the National Ocean Service, Coast Survey, at 202-416-7100.

Abbreviations, see Chart No. 1.

Me Morse code	R TR radio tower
N num	Rot rotating
OBSC obscured	s seconds
OC occulting	SEC sector
Or orange	St M statute miles
Q quick	VQ very quick
R red	W white
Ra Rot radar reflector	WHIS whistle
R Bn radiobeacon	Y yellow
Oys oysters	so soft
Rk rock	Sh shells
S sand	sy sticky

PD position doubtful  
Rep reported  
to the depth indicated

Joins page 15



10

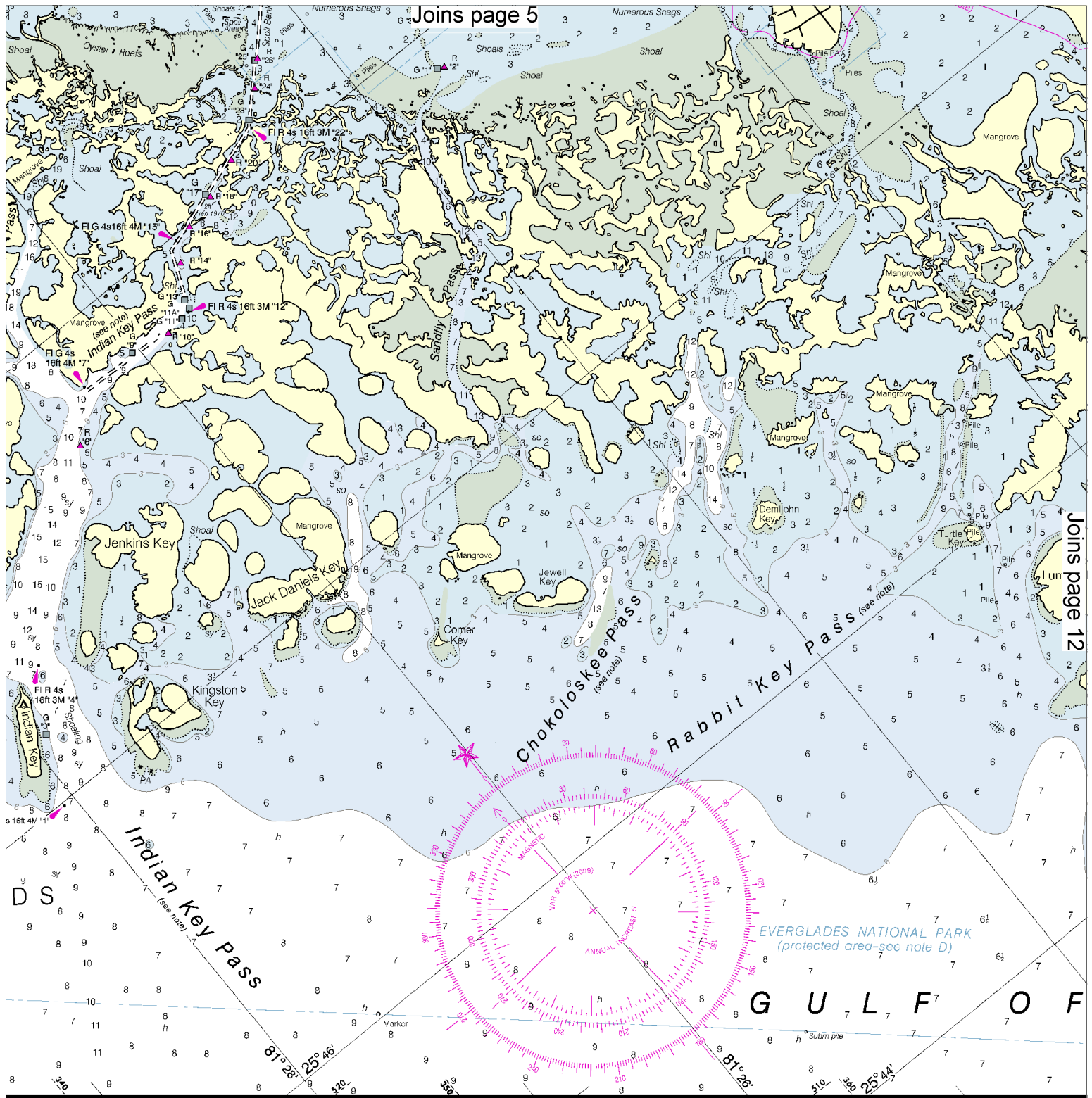
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

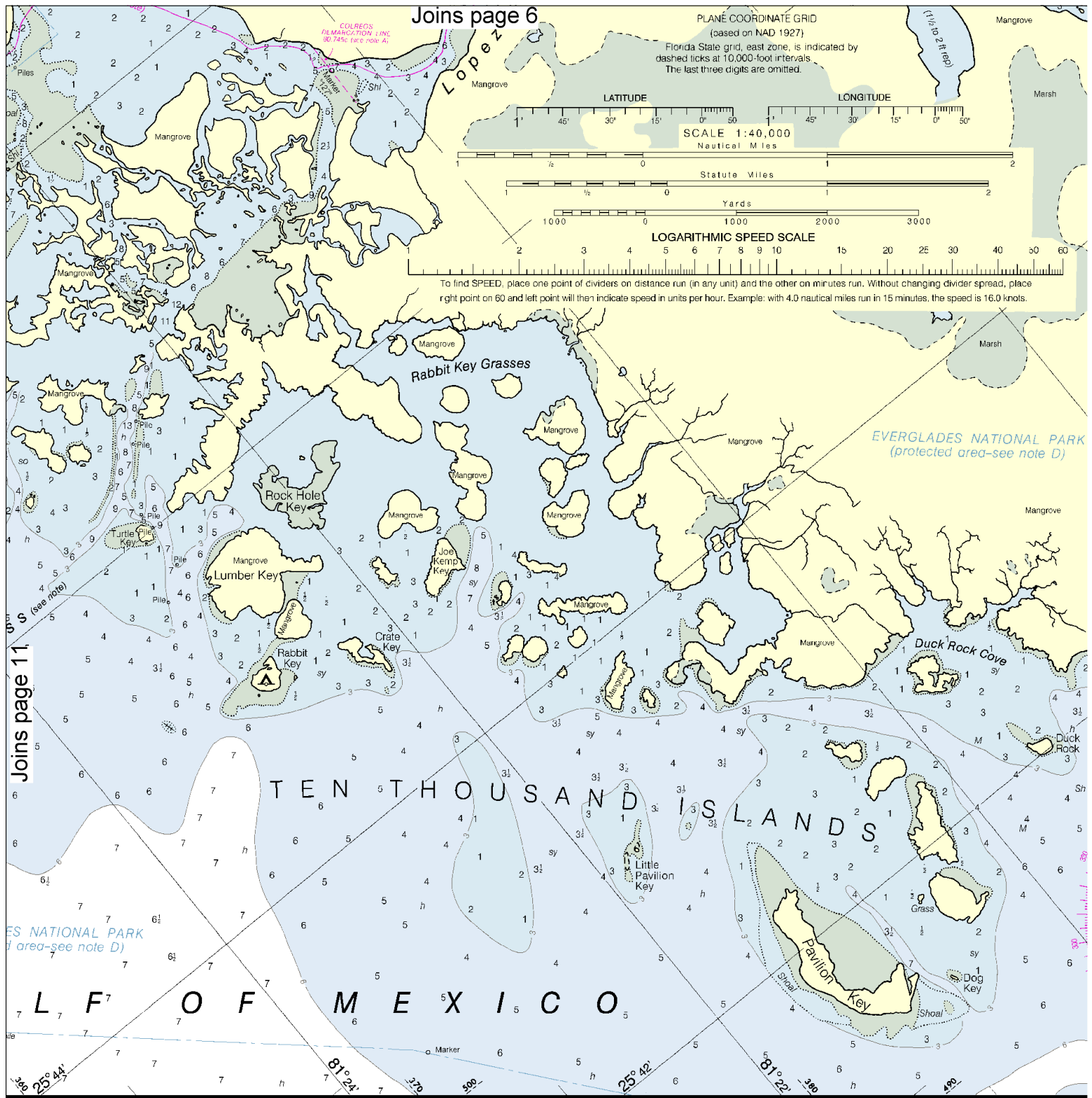
See Note on page 5.







Joins page 17



Joins page 18

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.











to promote safe navigation. The National Ocean Service, additions, or comments for this chart should be sent to the National Ocean Service, National Ocean Service, 110-3282.

abbreviations, see Chart No. 1.)  
(ed):

Mo Morse code	R TR radio tower
N nautical	Rot rotating
Obsc obscured	s seconds
Or orange	SEC sector
Q quick	St M statute miles
R red	VQ very quick
Ra Ref radar reflector	W white
R Bn radiobeacon	WHIS whistle
	Y yellow

Oys oysters	so soft
Rk rock	Sh shells
S sand	sy sticky

PD position doubtful Subm submerged  
Rpt reported  
to the depth indicated.  
feet above datum of soundings.  
Collisions at Sea, 1972.

**TIES**  
are shown by large magenta numbers  
relation.

signed especially for this chart  
\*Nautical Chart Symbols and

 Camping Area

#### HORIZONTAL DATUM

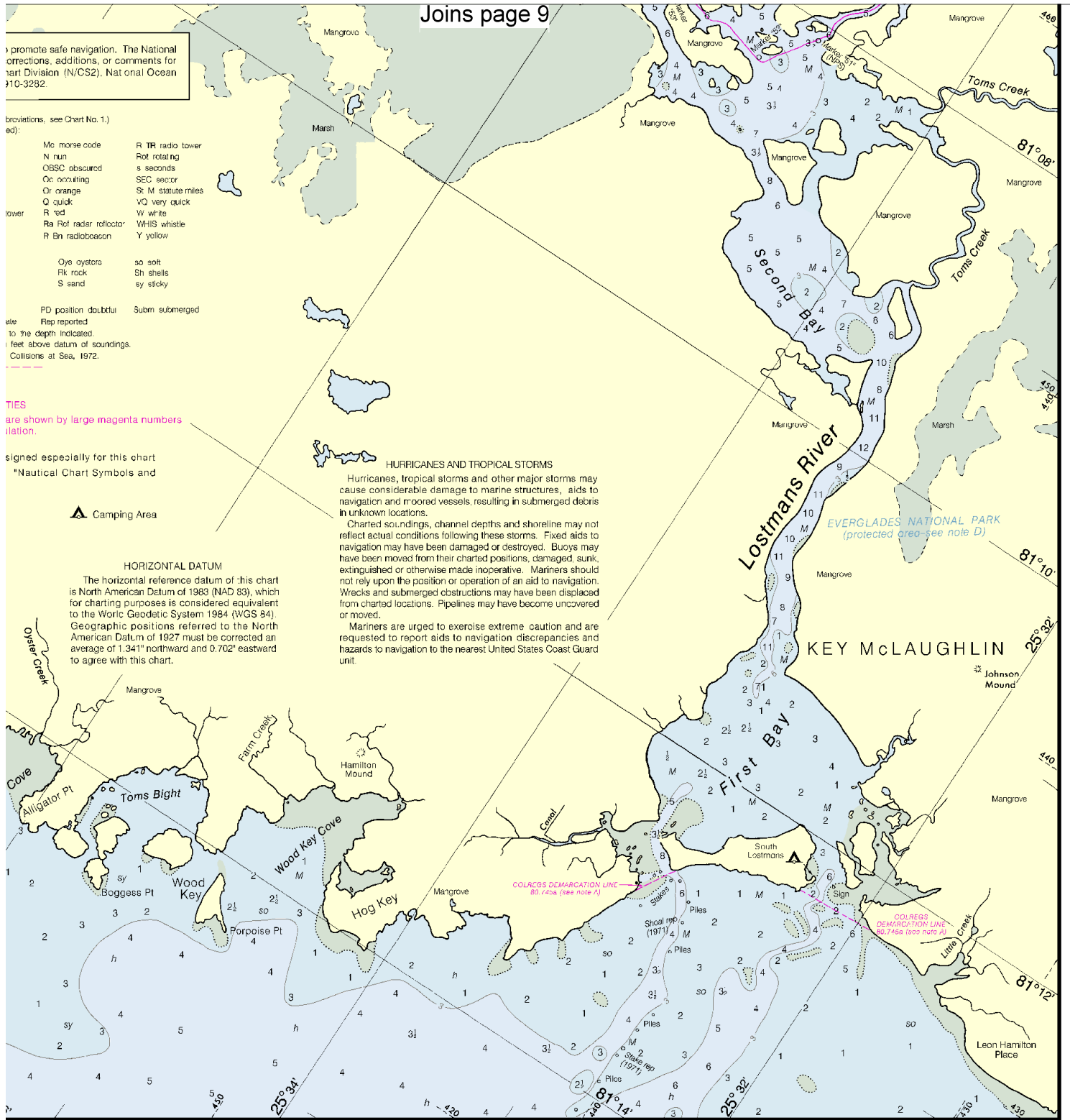
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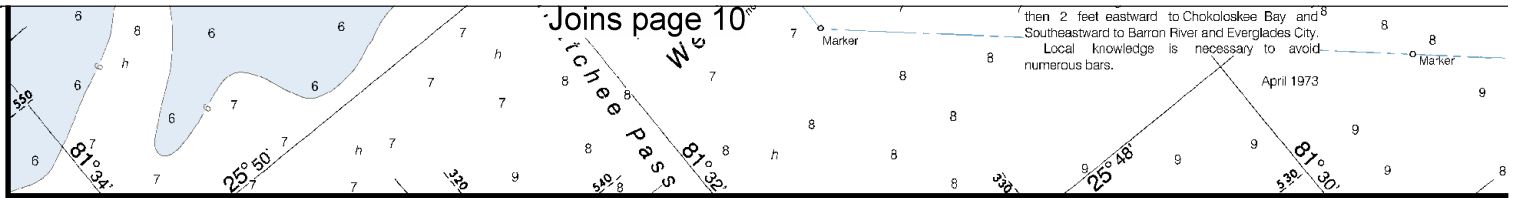
#### HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

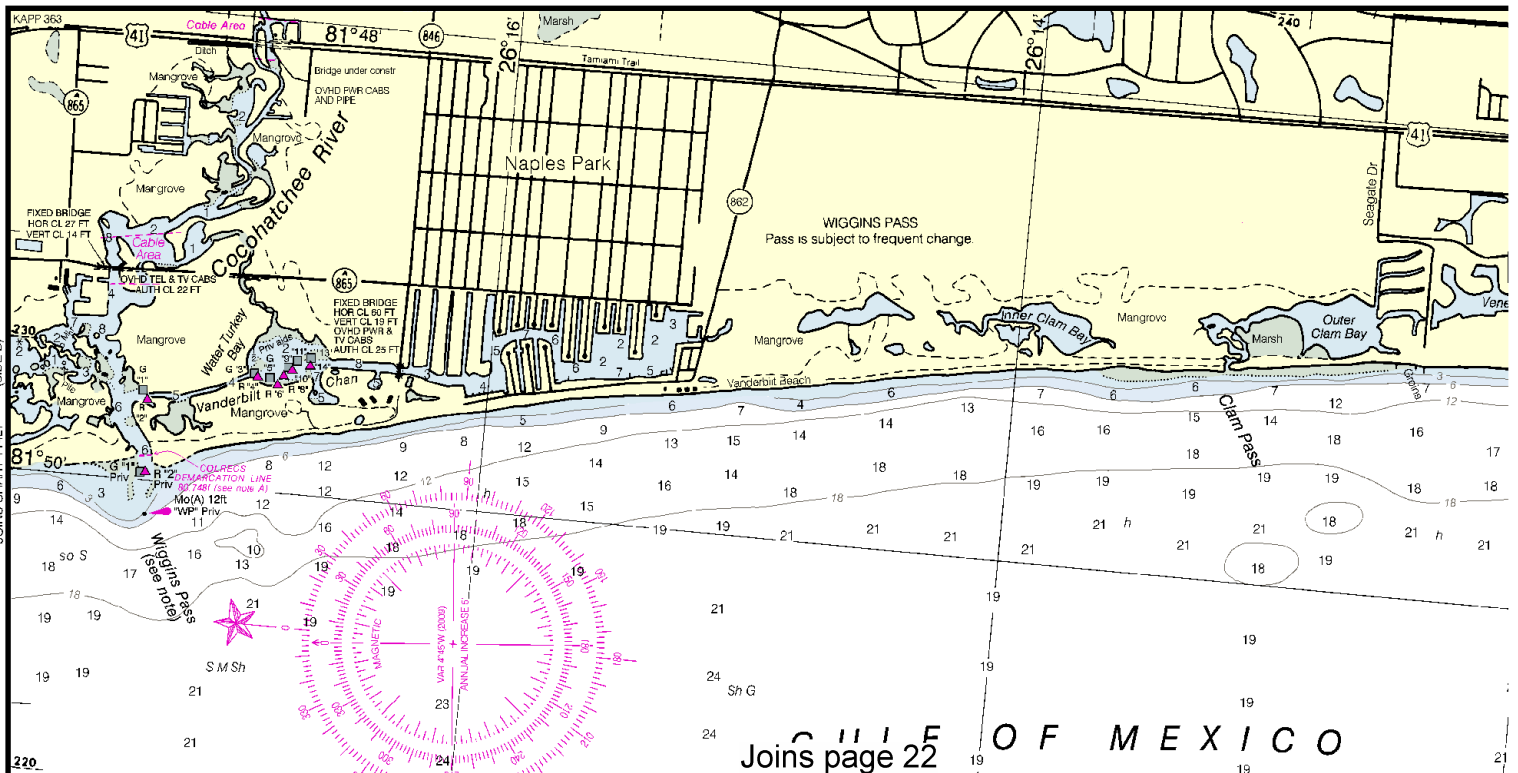
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.





11430 27th Ed., Mar. /09; Corrected through NM Mar. 14/09, LNM Mar. 10/09



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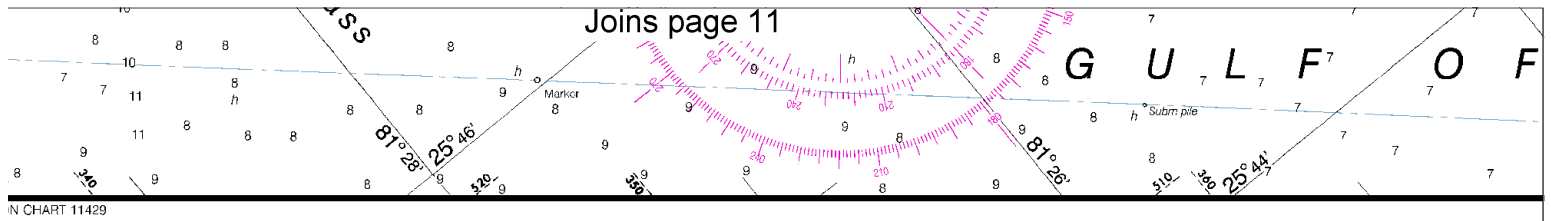
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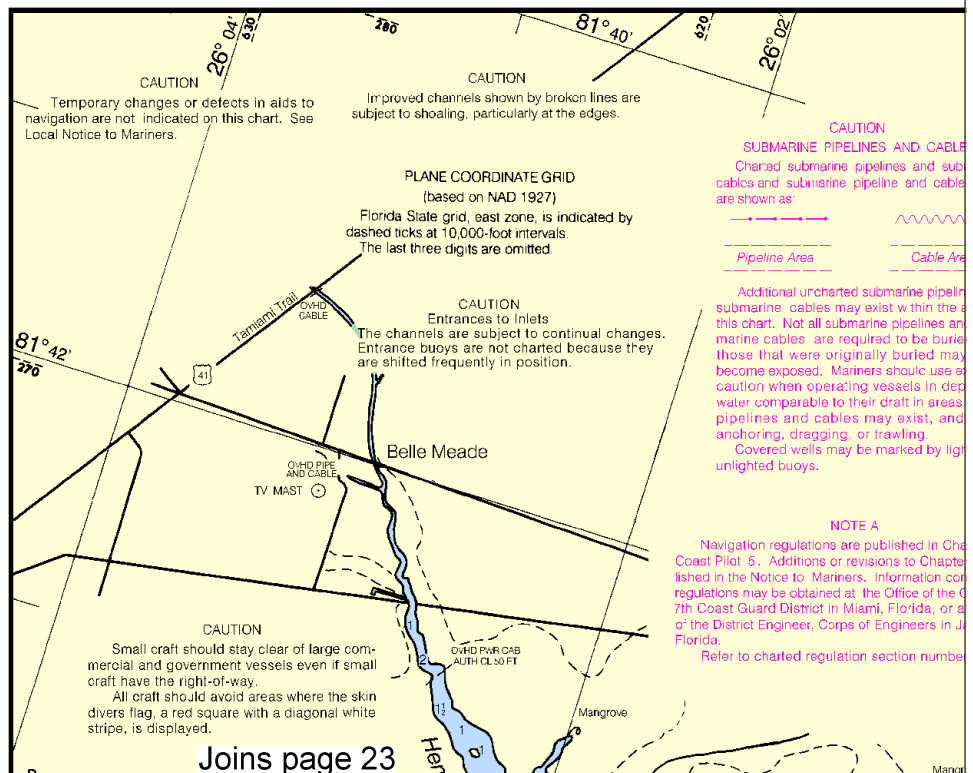
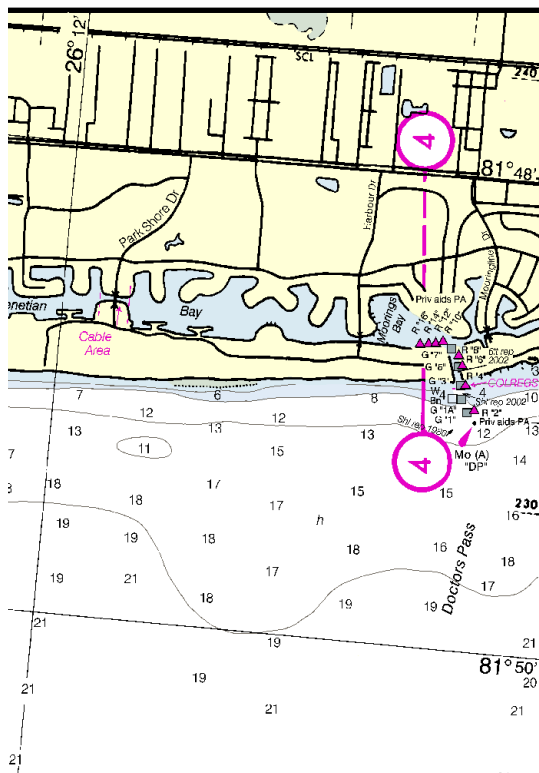
See Note on page 5.

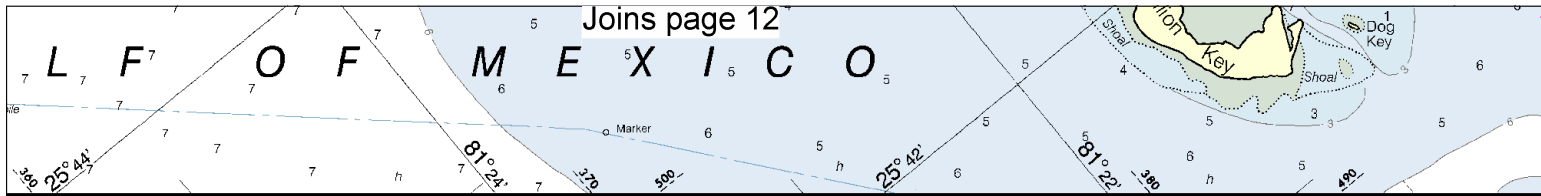




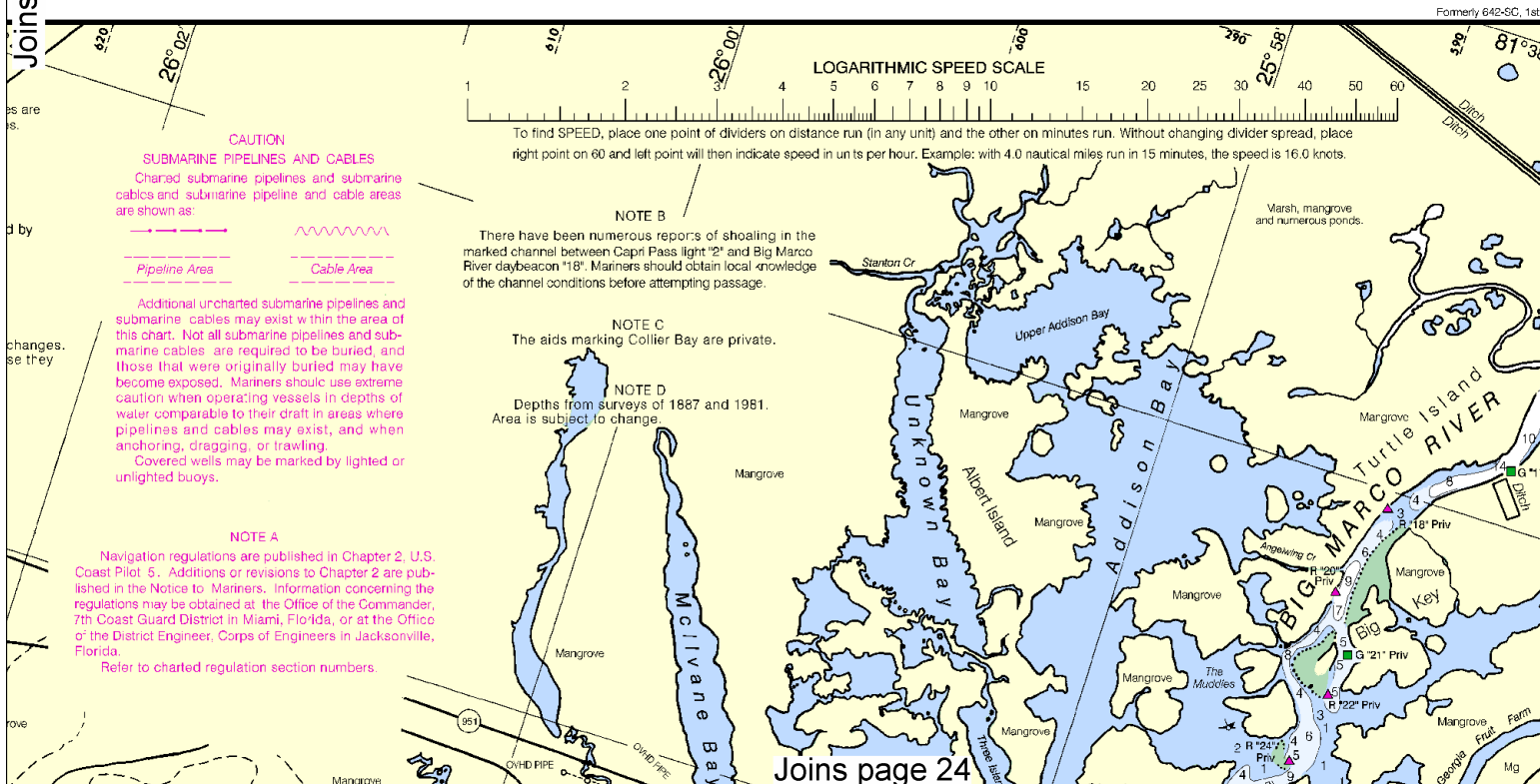


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Joins page 17



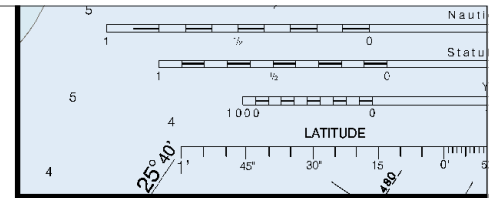
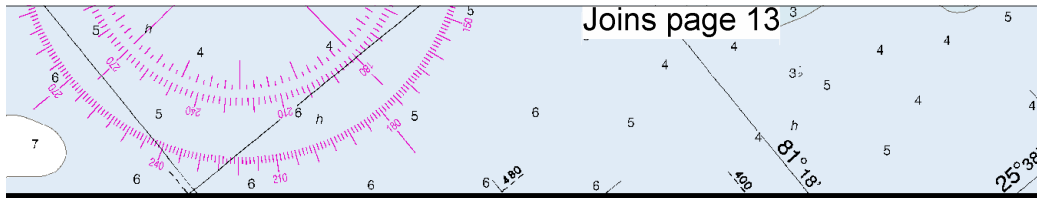
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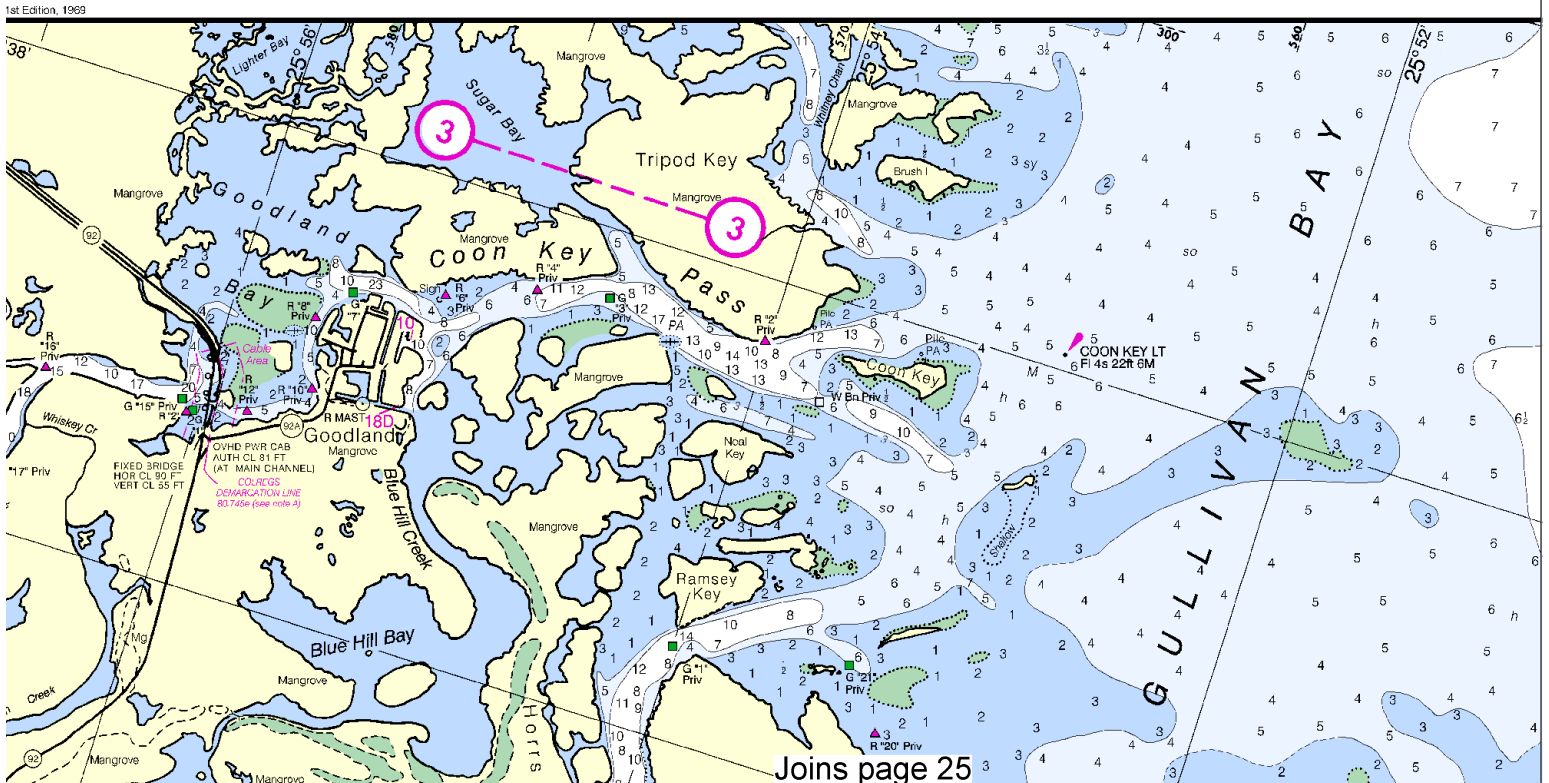
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Nautical Miles

See Note on page 5.

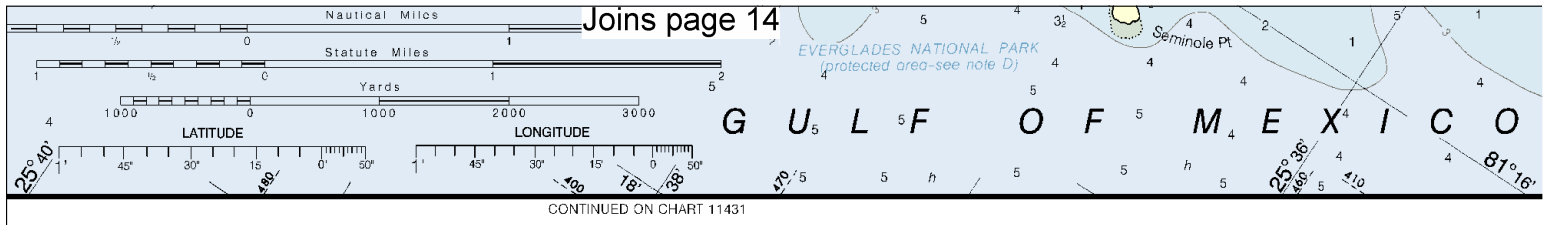




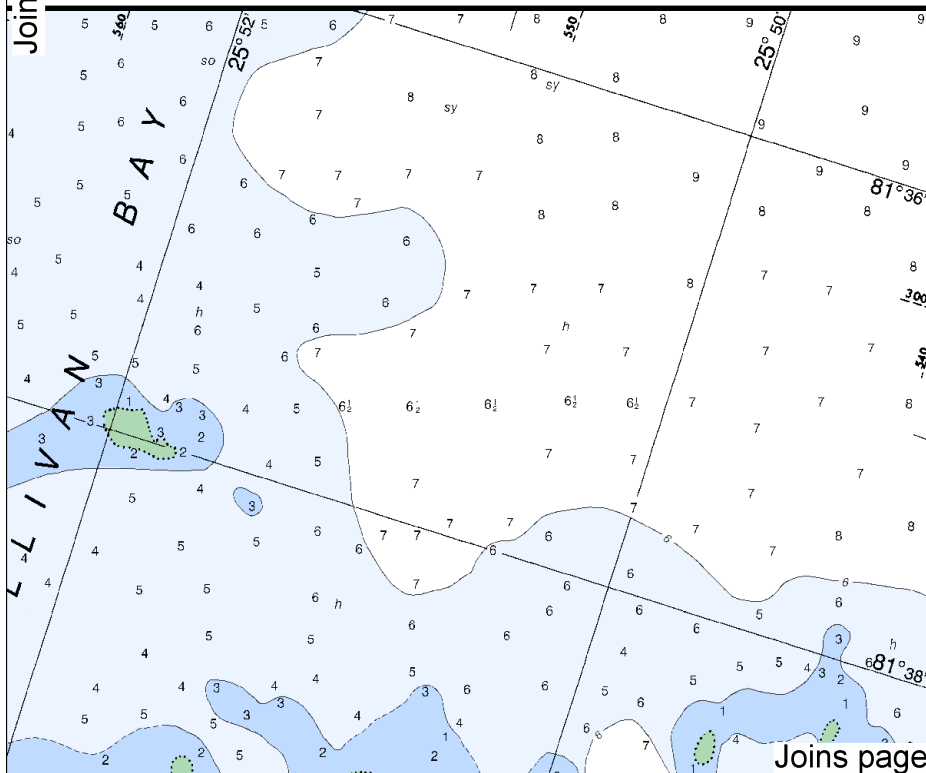
Joins page 20



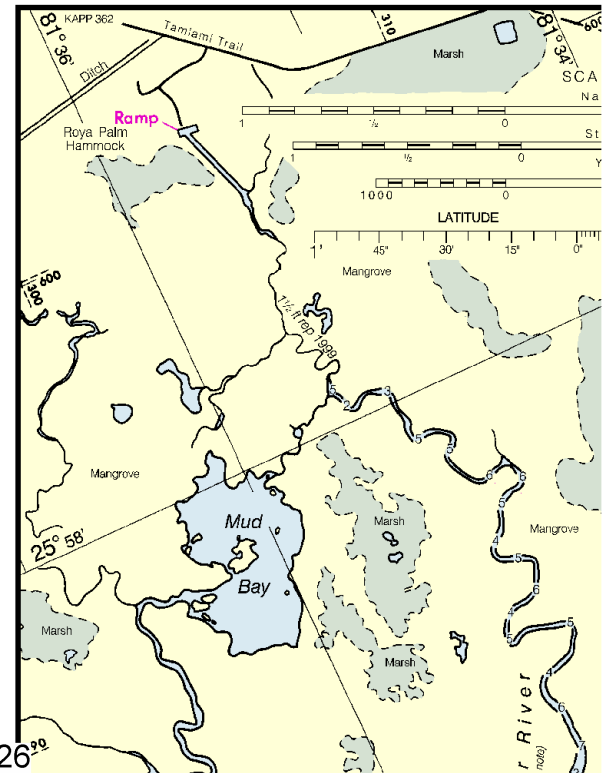




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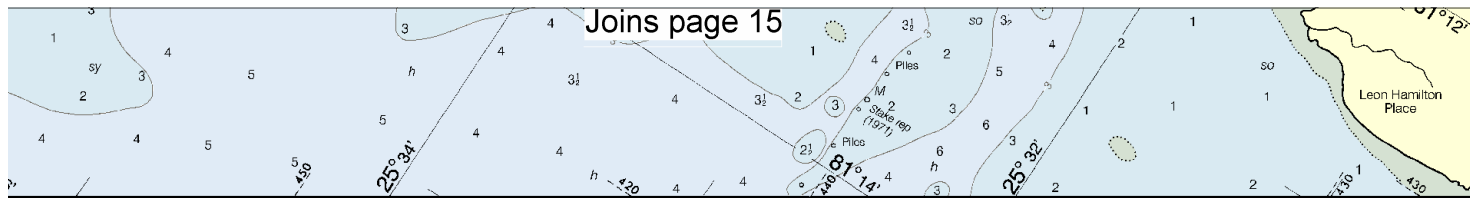
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SCALE 1:40,000  
Nautical Miles

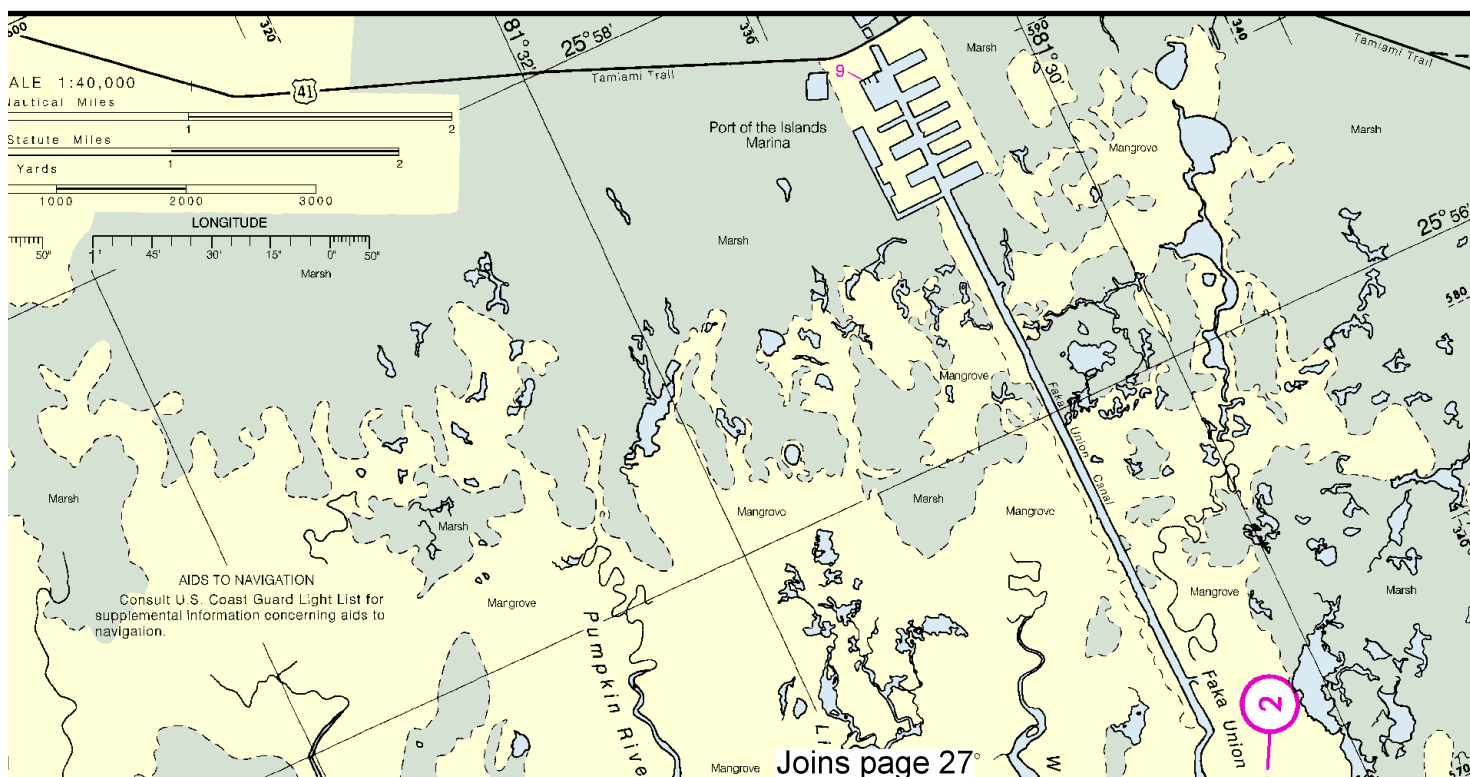
See Note on page 5.





CONTINUED ON CHART 11432

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this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at: the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

Refer to charted regulation section numbers.

The aids m **Joins page 18**

**NOTE D**  
Depths from surveys of 1887 and 1981.  
Area is subject to change.

## INLAND WATERWAY

The controlling centerline depth was 4 feet from Big Marco Pass to junction daybeacon "G" except for shoaling to 3 feet at daybeacon "30A"

Oct 2005

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NOTE  
subject to continual change.

Diagram illustrating a sequence of letters:  $G$ ,  $U$ ,  $L$ ,  $F$ ,  $O$ ,  $F$ ,  $M$ . The second  $F$  is highlighted in blue. Above the letters are numbers: 21, 23, 24, and 21. A dashed line connects the first  $F$  to the second  $F$ .

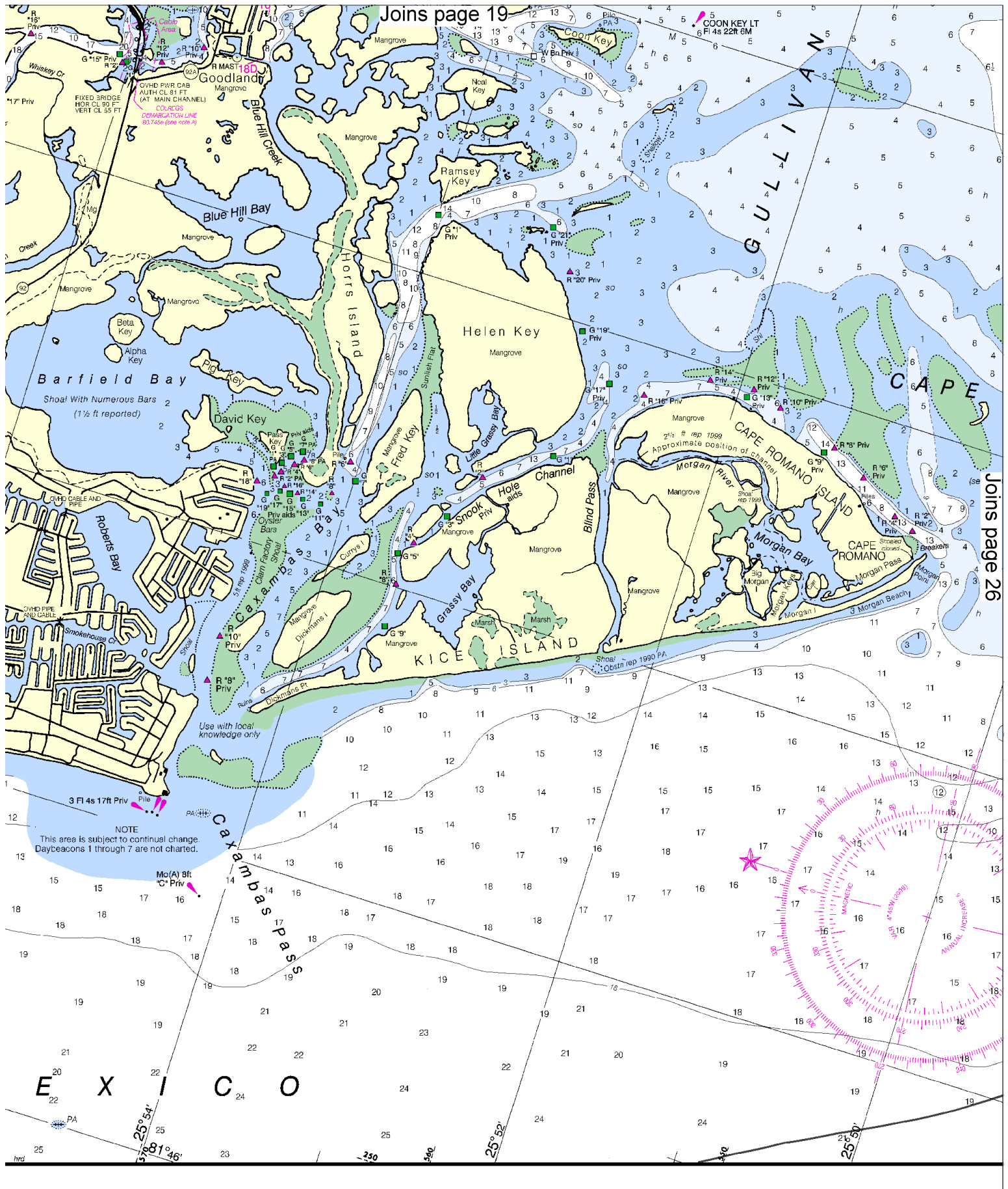
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~~SCALE 1:40,000~~  
Nautical Miles

See Note on page 5.

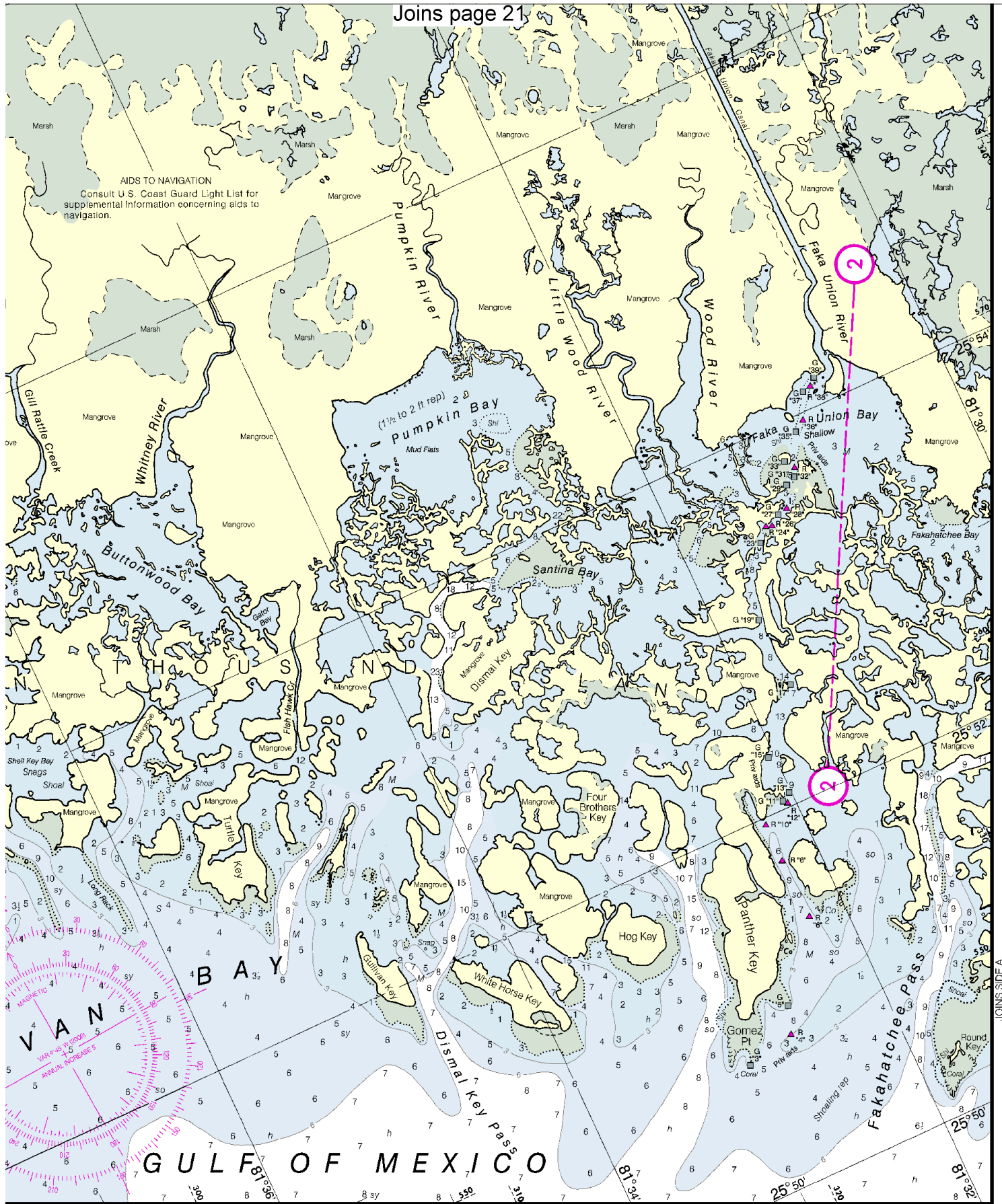
24











SIDE B

JOINS SIDE A

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## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Fort Myers Beach** – 239-463-5754

**Fort Myers Police** – 239-334-4155

**Naples Police** – 239-213-4844

**Coast Guard Key West** – 305-295-9700

**FL Fish and Wildlife Conservation Comm** – 888-404-3922

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).